

# BELLEVUE GAZETTE.

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## To the Public.

Many persons come into this office—some to make enquiries and suggestions, and others to complain of the Editor. Now we inform all such and the "rest of mankind," that we are not the "rest of mankind," but only the publishers of the Gazette. Therefore, it would be well for all persons who wish to see the Editor, to call upon that individual, and not upon us. Notwithstanding we are only the publishers of the Gazette, yet we hold ourselves responsible personally to the community, and to individuals, for all that may appear in its columns.

S. A. STRICKLAND & CO.

**Ed.** In our last number, appeared an article signed "REPUBLICAN." The article, in the main, was right, but we think the writer was misadvised in relation to one statement in his communication. He says, speaking of the action of the People's Convention at this place, which nominated a Legislative Ticket for this District—"The first Convention was in pursuance of the call organized by the union of parties. Had not the Republican party its share of officers in the Convention, when that party had 4 out of 5. Had not the party its share in the Committee on Resolutions, having 2 out of 3. Had not every member of the Convention liberty to select and vote for whom he pleased. It is true, Dr. Rankin, in his anxiety for his friends, moved a vote upon them as soon as he had named them. But this was overruled, and after some interdictory remarks, it was announced from the Chair that all were at liberty to propose and vote for whom they desired."

The facts in the case will not warrant the inference which would naturally arise from the above statement. The facts are these: A Councilman was nominated by acclamation, and then Dr. Rankin moved the Convention proceed to ballot for four candidates for the Legislature, which was carried. He then put in nomination the "four men who were so unanimously nominated (and as seen by to-day's paper, as unanimously elected). But it was asked by some one in the Convention if other nominations were in order, and the question was very justly decided by the Chair in the affirmative, and others were named and voted for in said Convention. We think it is due to truth and facts to make this correction. **Ed.**

## Personal.

Mr. A. M. Clark, Edward Lerew and Charles E. McRay, go East next Monday to visit their old homes and spend the winter. They are old pioneer settlers in this place, and we are warranted by this whole community in saying they are those Bellevue is proud to name as among the most worthy, go-ahead and enterprising young men in our young and flourishing city. Success to the trio—a pleasant journey there and a safe trip back.

We have also to notice the departure of Messrs. A. Rossman and A. Sagendorf, from our city to their homes in Hudson, N. Y. These gentlemen have our best wishes for a pleasant trip and a quick return to our city.

## Fairview.

Fairview is the name of a new town just laid out by Messrs. Calvin Saling, Robt. Long & Co., about 11 miles west of Bellevue, on the Plate river. The town is laid out upon a high point on a commanding eminence, and is very appropriately named; for while it is a beautiful site for a town from any point, a better view up or down the river, or across the country, cannot be had from any place in our knowledge. Success to the enterprising projectors of Fairview.

**MANUFACTURE OF SMALL ARMS IN ENGLAND.**—The London Times, in giving a description of the small arms manufactory at Enfield, England, says: In France the factory is regarded with interest by distinguished military men; and there are some who believe that the visit at this time of an American citizen, conspicuously identified in the United States and in this country with the manufacture of small arms, to St. Petersburg, has some reference to the commencement of a similar enterprise in Russia. The whole establishment is under the immediate control and supervision of Colonel Dickson, of the Royal Artillery, and the first engineer to Mr. Burton, an intelligent American gentleman, formerly master armorer of the government small arms factory of the United States, at Harper's Ferry, whose services have been permanently secured by the government.

## Pacific Railroad.

The subject of a railroad to the Pacific is one of engrossing interest. Leaving out of the question its necessity to the safety of our possessions on the coast of the western ocean in time of war, and considering alone its importance for the transportation of passengers, merchandise and agricultural products, and the opening to the public of the immense body of government lands lying west of the Missouri river, it becomes a subject worthy of the profoundest attention of the statesman and the philanthropist. The commerce of the Pacific is becoming already of vast importance, although yet in its infancy, and millions of capital are invested in it. The gold of California is the "backbone" of commercial enterprises, both in the east and west; and the greater the facilities for its acquisition, the greater will be the activity experienced in every department of business throughout the country. There can be no doubt that the construction of a great highway of this kind to California, will at once double the product of the precious metals, as from the facility and safety of carriage and transportation, the migration would be increased threefold. In addition to these benefits acting directly upon the commercial world, a line of towns and cities would accompany the road all the way across our public domain. From the crowded cities and towns and over-populated fields of the east, the hardy emigrant would rush in and occupy the broad acres now lying waste for the want of improvement, and waiting only for the hand of civilization and industry to turn them into sources of wealth, and the abodes of comfort and plenty. Millions of acres of public lands would at once find a market which must otherwise lie idle and waste for years.

The building of this road is, however, a vast enterprise, and it needs, and will well repay, the aid and fostering care of the general government. A donation of alternate sections of land for thirty miles in width to a Company who will build the road with expedition, and operate it efficiently, can be of but little importance to the United States—the owners of the soil—and will amount to just nothing at all, if, as is usual in such cases, the minimum price of the alternate sections reserved, is doubled. And every one knows that there will be a much readier sale of these alternate sections reserved to the United States, at the enhanced price, if such a railroad is built, than there would be at the standing minimum without its construction. It is, therefore, a matter of actual gain to the revenues of the United States. There can be no doubt about it; and when to this is super-added the convenience to the public, the advantage to commerce, and the safety to our common possessions, what man in his senses can hesitate for a moment to approve and encourage a policy which must result so beneficially on all sides.

A grant of alternate sections of land for thirty miles in width to the Company who builds the road, would render it, past question, a lucrative enterprise; and there can be no doubt that far-seeing capitalists would readily embark in it. With capital awaiting the opportunity, with the interests of the country and the voice of the people demanding the construction of the road, why should Congress longer delay an assenting response to the behests of the public voice and the public interests?

In time, there may be a southern road and a northern road, built; but the central road is the one which will be constructed first, and one which will afford the greatest accommodation to the public. Already two roads, in the hands of two powerful Companies, are laying their tracks and running their cars over the prairies of Iowa towards the Missouri river, and without doubt in two years the tread of the iron horse will be felt upon the banks of that river, and his short resound through the adjacent hills.

The Central Pacific Railroad will pass through Nebraska; and every one at all acquainted with the geography of the country, cannot fail of being convinced that its route will lie along the valley on the north side of the Plate river. This is far superior to any and every other route. Facilities for timber and stone exist on this route which cannot be found elsewhere. But little bridging is necessary, and the make of the ground is such, that scarcely any grading will have to be done. Nature has already graded a track for a railroad from Bellevue, on the banks of the Missouri river, westward the whole distance to the Rocky Mountains, and it is the only point on the Missouri possessing such facilities. The laws of nature have settled upon Bellevue as the eastern terminus of the great central Pacific Railway.

Rural life yields us repose and liberty.

## Gold or Silver a Legal Tender.

The last European news tells us of a tight money market, with every prospect of its being much tighter. Money is nine per cent. for the best mercantile paper in London, and the prospect in Paris seems to threaten much that is serious. No doubt the gigantic and speculative transactions of French capitalists have much to do with this. Some of these days the *Credit Mobilier* will have to explode. Already it has been found too favorable not only to idle and foolish speculators, but to the successful perpetration of extensive frauds. Others will soon come to light.

But the real cause of these panics is to be found in a cause much more extensive and deep; it is in the rapid influx of gold. In England, gold is the only legal tender for all sums above a certain small amount. In France and in this country, it is virtually the same. But in Germany, Italy, Turkey and China, silver is largely the standard. Here, indeed, either gold or silver is the tender, as the payer may choose, and as he always will choose that which is the cheapest, it is and must be gold, except as we may go making our silver coins lighter and lighter of silver, by alloy, to correspond with the price of gold.

Before our silver coin is attempted to the last degree, and gold has become "short cheap," it may be well to consider what is and must be the effect of making gold virtually the standard of prices, or at least of payments. As Americans, we might say much of course in its favor. Convenient, beautiful, and packed in a smaller compass, it has much, intrinsically, to recommend it. Produced so abundantly on our own soil, the more uses to which it is applied, the greater the demand for it, and the higher its price.

But, on the other hand, it is a fluctuating standard, one daily depreciating and certain to depreciate. No power on earth can make it retain for ten years any uniform price. Look at the effects of this depreciation. It must and does directly increase the price, that is the nominal value of everything measured by this standard, where the real value remains the same. Rents rise, the price of labor rises, the price of provision, of houses, of manufactures. But as all rise together, it makes no man richer, while many appear to be so themselves; thus they lend and borrow and spend because money is cheap, and all feel richer than they are. This accounts for much of the extravagance of the day.

This state of things is deplorably favorable to speculation. Every man knows that if he can only buy a house and lot on credit, and hold on to it for a few years, it will be easier and easier to pay it, because the same number of gold dollars can be had for less and less labor or property, while the price of land is increasing all the time. Of course, everybody wants to buy all he can, and this raises prices fabulously. Credit is abused, men push for payment, and a crash and panic must ensue, with every variety of fluctuation. Such are a few of the necessary evils of a depreciating standard for payments, such as gold is now becoming.

Perhaps it may be thought an advantage by some that all this is favorable to those who have debts to pay. The national debt of Great Britain has already been reduced to so much less relatively to the estimated value of property in that country, by the cheapness of gold, that it is a loss to her now, though increased considerably by the burdens of the late war, than it would have been without this addition, had not the mines of California and Australia been discovered. The effect of all this is of course to encourage going in debt, the only check being that, when the time of payment comes and men must realize, down go prices more rapidly for the moment than they had risen. In such a state of things, interest is sure to become enormous, except as it may be restrained by law.

There is no doubt that much, if not all, of these convulsions might be avoided by making silver the standard, that is, the only legal tender. We should pay foreign debts with gold, and in fact, generally pay home debts in the same coin—but estimating the value of the gold we paid by that of silver, as less fluctuating.

The comparative evils of a silver standard of currency, however, are very great. It would immediately increase its present value. Even now depreciated greatly from the former standard as the silver coinage is, and that of England is, silver flows out of both countries, to the extent of millions. Things will find their level, and if silver flows out, it is because its place can be more cheaply and profitably supplied by gold. Some would

even think it no disadvantage that money should by degrees diminish thus in value. It is only what has been gradually taking place for ages. It prevents hoarding, by causing the gold of the miser literally to wither in his clutches, so that wealth shrivels up, except in proportion as it is united with industry.

[Correspondence of Bellevue Gazette.]

NEW YORK, Oct. 22, 1856.

I have been unable to get the correct reports of the mortality in our city up to the time of sending this off.

The news by the Tennessee has had great influence on the Nicaragua stocks, and there is good reason to believe that arrangements are making by certain well-known capitalists of this city, for the purchase of the choicest plantations in Nicaragua, which Gen. Walker advertises for sale at public auction on and after the 1st of January next.

It is reported also that, as an offset to contributions of men, money and warlike stores, to enable Walker to maintain his position, it is agreed that several of the most productive of those confiscated estates will be reserved for the benefit of the parties above mentioned.

The steamship Texas, which is advertised to sail for San Juan on Friday, will exhibit a substantial evidence of the consumption of this largain, in the large number of recruits she will have on her passenger list, and should the next intelligence from Nicaragua show that Walker is hard pressed, an extra steamer may be despatched with extra reinforcements.

The gross receipts of the Fair of the American Institute last year amounted to \$27,000. Those of the present season, it is probable, will fall short of that amount. The total receipts from all sources this season, thus far, do not exceed \$19,000. The Fair closes on Saturday evening next.

Travel from this city, South, at present, is unusually extensive. The Knoxville, which sailed for Savannah this afternoon, has on board nearly two hundred passengers. The Charleston steamers also go out full.

The new steamer Adriatic will be ready for her trial trip about the 15th of next month. She will probably take a run down as far as Cape Henry.

The steamer Elm City, which ran ashore at Hell Gate, in the fog yesterday, has been got off, with but little or no damage, and will resume her trips to New Haven this afternoon.

The Brooklyn Board of Health met this morning, but only to pass a resolution to adjourn till the 5th of November, the day after the election. The city is now entirely free from yellow fever.

Gov. Robinson, of Kansas, is to address the Republicans at the Academy of Music this evening. The Daily News, a Buchanan paper, says the Fremont men are raising a fund of \$100,000, to operate in Pennsylvania.

Judge Betts, in his charge to the Grand Jury in the U. S. District Court, on Monday last, intimated that a large business was going on in the manufacture of fraudulent naturalization papers. His Honor commented with great severity upon this species of rascality, and called upon the jury not to shrink from their duty, whenever they should be called upon to act in reference to the offenders.

The trial of Da Costa, on a charge of fitting out the slave schooner Bruman, was postponed on account of the illness and consequent absence of Mr. De Cunha, the principal witness for the defense.

The trial of the sailor Higgins, for an alleged homicide at sea, was continued from a former term. Defendant was a hand on board the clipper ship Singhound, and is charged with striking a seaman while in the shrouds, the blow causing him to fall into the river, where he was drowned. The witnesses offered by the prosecution are all Portuguese—those for the defense are all Americans.

The total number of persons naturalized in the several City Courts, since the 1st of September, is said to be in the neighborhood of 20,000. Today a rush is tremendous, especially on the part of the Germans.

Several of the bishops and other clergy of the Episcopal Church, at Philadelphia, are in town. Some of them will preach here on Sunday next. The remission of Bishop Onderdonk's sentence gives general satisfaction.

Further forgeries, perpetrated by Huntington, leak out every day, and it is quite probable that the sum total of his operations will not fall far short of half a million of dollars.

The papers and the public are so engrossed with politics, that these astounding frauds have attracted but little attention—though the magnitude of Huntington's operations entitles his name to a

companionship with those of Schuyler, Kyle, and Carpentier, even.

His character may be epitomized thus: Was a fast man—lived beyond his means—kept "horses on the avenue"—and indulged in other luxuries of an equally expensive character; got into debt; cheated, only a little at first, and meant to be honest, but failed, failed, failed. He is now a ruined man.

## Horrible Tragedy.

A horrible tragedy occurred at Bergholtz, a German settlement in the town of Wheatfield, in this county, on Saturday night last, being nothing less than the cold blooded butchery of Dr. T. C. Strange, his housekeeper and his daughter, by some person or persons as yet unknown.

Sunday morning, as one of the doctor's neighbors was proceeding along the road leading from the doctor's house south he came upon the lifeless body lying in the road with a pool of blood by its side. He had been murdered with an axe, he having been struck four blows with it, one on the right side of the face, two on the back of the head and one upon the right side. The murderer evidently meant to make sure work, as either blow would have killed the victim. On proceeding to his house, a mile distant, a still more horrible sight presented itself.

Upon the floor was the bleeding corpse of Mrs. Barlean, the housekeeper of Dr. Strange, her head having been literally cut in two by the same instrument which had caused the death of the doctor, and a short distance from her, upon the bed, was found the lifeless remains of the young daughter of Dr. Strange. The girl like the others had been killed by an axe.

The first blow had been given on the side of the face, and before the second the victim had raised the arm in self-defence and received the second blow upon the elbow and fleshy part of the arm. The first blow must have caused almost instant death.

So far not the slightest clue to the perpetrator of this horrible deed, or the cause which led to it, had been elicited. A neighbor of Dr. Strange, who lives nearby, was up all Saturday night finishing a pair of boots which he had promised, but said he heard nothing to excite his attention. The general impression is that the person or persons who committed the murder went to the house and called the doctor away on business. He had a large overcoat on, and a lantern which he always carried when going out nights, was found near where his body lay.

It is supposed that after murdering the doctor, the assassin went back and murdered the woman and child to prevent detection. Mrs. Barlean, when found had a candle in one hand and matches in the other, and was probably about to make a light when she was struck the deadly blow. Dr. Strange is a man between forty and fifty years old, and has been in this country about six years, and has resided all this time at Bergholtz. He separated from his wife about two years ago, since which she has lived in Buffalo.

Mrs. Barlean is a woman about thirty years old, and has kept house for Dr. S. since his wife left. She has a husband in Germany, whom she was expecting here daily. The other victim was Dr. Strange's daughter, a beautiful young girl about thirteen years old. Amid the speculations which such a startling tragedy always gives rise to the only one which has pretended to give any solution of the crime is this: There has been a housekeeper living near Bergholtz for whom the doctor has practiced a good deal, and who owed him quite a large bill. Frequent quarrels have arisen out of this fact. This man moved to Buffalo a short time ago, however, and there is no direct testimony that he has been about Bergholtz lately. [Lockport (N. Y.) Courier.]

**HORRIBLE CRUELTY—CHILD BURNED TO DEATH.**—A tragedy took place in Lockport, N. Y., on Tuesday, exhibiting such revolting cruelty as to be almost incredible. A little boy, five years of age, belonging to a Mrs. Story, on Washburn street, was roasted alive by a fiend in human shape, named Elizabeth Craig, a white woman, whose husband is a negro. The evidence elicited before the Coroner's jury, shows that the victim was left with a smaller child by its mother, when Elizabeth Craig, who lived in another portion of the house, took the opportunity and entered the apartment, and proceeded to the execution of the deed, which, it has been shown, she had previously threatened. With horrid imprecations, the child was held on the fire by its tormentor, until its legs and bowels were burned to a cinder, then, with satanic revenge, the body of the child was reversed by the murderer until its back was roasted to a crisp. It died a few hours after, and the woman is now in jail.

**Ed.** To what purpose are attempts at dissimulation? For that which a man is in himself, that he will in the end appear to other people.

## ARRIVAL OF THE TENNESSEE.

WALKER'S TROOPS VICTORIOUS.

New Orleans, Oct. 22.—The steamship Tennessee arrived to-day from Nicaragua, bringing highly important intelligence from thence.

Gen. Walker, finding the enemy advancing on Massaya, withdrew the small force stationed there, when the enemy, 4000 strong, at once occupied the place.

Gen. Walker then leaving a small force at Granada, advanced towards Massaya with 1000 men, and met the enemy on the 12th, near the city, and repulsed them, driving them back to Massaya, where they made a stand, and where the battle continued until midnight.

At daylight a courier arrived, stating that a force of 1100 natives and Gentlemen were besieging Granada. Gen. Walker immediately resumed his march for Granada, and arrived on the heights surrounding the city on the morning of the 13th, at 10 o'clock, and found the city barricaded by the whole force of the enemy. He at once charged upon them and drove them from their posts, capturing the commanders and all the field-pieces, and driving them from the city with great slaughter. The total loss of the enemy in killed and wounded was 1100. Gen. Walker's loss was 16 killed and 30 wounded.

Gen. Walker would immediately march again upon Massaya and Leon. His troops were in the highest spirits.

The citizens of Granada had held the government buildings for 22 hours when Gen. Walker arrived.

Messrs. Lawless, Wheeler and Ferguson, American citizens, having no connection with Nicaraguan affairs, were wounded by the natives.

Col. Wheeler, American Minister, is ill of apoplexy at Granada.

The steamer Orizaba was lying at San Juan when the Tennessee sailed.

## Loss of the Steamer Savannah.

The Baltimore Sun gives the following account of the loss of the steamer Savannah, on her way from Savannah to Baltimore:

This steamer, which belongs to the line recently formed in this city for effecting regular steam communication with Savannah, was lost at sea, on the afternoon of Thursday last, having sprung a leak, which compelled her abandonment. It appears that the steamer left Savannah for this port, on the morning of Sunday, the 12th, seemingly in the best running order, and was making very good time, considering the roughness of the weather, until Tuesday night, when she sprung a leak, during a heavy gale from N. E. to E., the vessel being off Cape Hatteras, W. by S. about thirty miles. Captain James Pascal, her commander, immediately commenced search for the leak, but did not succeed in finding it, although it was doubtless forward. It was then deemed advisable to lay to, under close-reefed maintop-sail and foretop-sail. In the meantime, all hands were hard at work at the pumps, aided by the injection bilge-pump, which was kept in active motion by the engine. Some of the former were rendered useless in consequence of their becoming choked, the deck-pumps choking on Thursday, and in defiance of superhuman efforts, the leak continued to gain until the water was four feet deep, and gaining access to the fire-room, extinguished the flames in the furnaces. It was utterly impossible, therefore, for the vessel to reach land in that helpless condition, and she remained exposed to the mercy of the sea, which was running high, until Thursday morning at 8 o'clock, when the bark Sylph, Captain Jones, from Boston for Baltimore, with a cargo of sugar, hove in sight.

As soon as the Captain could distinguish the signal of distress, he bore down hard for the steamer, and, after skillful seamanship, had the proud satisfaction of receiving safely in the comfortable cabin of his own faithful vessel, the entire crew of the ill-fated steamer, numbering 19 souls. Previous to abandoning the steamer, the crew picked up a few articles most convenient to carry, and, manning the boats, left her to her fate, the captain and engineer being the last to leave. Arriving on the Sylph they were almost completely exhausted, the consequence of remaining in the water so long; the legs and feet of the men were much swollen and stained in consequence of exposure to the copper ore water. The Sylph remained by the steamer until 3 o'clock in the evening, at which hour the latter was abandoned. In two hours afterwards she sunk stern foremost. She was then about 100 miles southeast of Cape Henry.

The Savannah was comparatively a new vessel and built in Pittsburgh. She was insured in several marine offices in that city, Philadelphia and Baltimore, for \$20,000. She cost the present company about \$26,000. Her cargo consisted of 12 bales of feathers, 11 bbls. whiskey, nearly 800 bales of cotton, 360 boxes of copper ore (four to the ton), 50 casks of rice, and 34 bales of domestics, all of which were consigned to various firms of this city. The cargo and vessel were estimated at \$100,000.

**PRECIOUS MOUTHFUL.**—A young gentleman of this city called at an oyster stand a day or two since, and ordered a "dozen in the shell." The order was attended to in a moment, and when he attempted to swallow the first oyster, he felt some hard substance in his mouth, which he took out and placed on the stand beside him. After the whole were disposed of, he examined the hard substance, which he supposed to be a pebble, and discovered that it was a large and valuable pearl. Various jewellers estimate its value from ten to forty dollars. [Syracuse Standard.]